



**WisDOT/City of Appleton**  
**Wednesday, June 30, 2004, 10:00 a.m.**

People in attendance

Laura Johnston, Appleton Planning Director  
Chuck Kamp, Valley Transit Director  
Ross Buetow, Appleton City Engineer  
Greg Hanson, Appleton Traffic Engineering Technician

Jeannette Cavanaugh, WisDOT District 3  
Doug Dalton, WisDOT BOP  
Jennifer Murray, WisDOT BOP  
Casey Newman, WisDOT BOP  
Jonquil Johnston, WisDOT BOP

1. Overview of WisDOT's meeting purpose and WisDOT's long-range plan, *Connections 2030*, by WisDOT staff: The meeting began at 10:10 with introductions. Casey Newman, WisDOT, gave an overview of WisDOT's long-range plan *Connections 2030*. WisDOT is seeking input on transportation planning issues from larger Wisconsin cities at this point. *Connections 2030* is scheduled to be completed in 2006.
2. Gathering of input from City of Appleton: Staff from the City of Appleton displayed a map relating to transportation, growth, and land use. They also provided a copy of the City's Vision 20/20 Comprehensive Plan, which was completed in 1996.

Discussion focused on the following topics:

a. Current transportation and development issues in Appleton

City staff noted the multi-jurisdictional pattern of community development in the Fox Cities necessitates intergovernmental coordination and regional analysis of transportation issues. The City staff felt a regional model is needed for accurate analysis of transportation issues. One example cited was the College Avenue Bridge. City staff noted there are different responses for fixing this bridge from a local or regional perspective.

U.S. Hwy 41, the tri-county freeway (State Hwy 441), and arterial streets in the region also require a regional transportation planning process. The City stated Appleton's philosophy of regionalism extends to the goals and policies outlined in the City of Appleton's comprehensive plan. The staff said the Mayor of Appleton has directed the City to look globally when looking for solutions to the City's issues.

Street maintenance and preservation measures are important to the City of Appleton. State Hwy 441 and U.S. Hwy 41 have traffic flow issues, especially at and near interchanges. Daily traffic counts have increased significantly in recent years. Allowing for connections between various parts of the metro area across key freeways is another concern. There needs to be an emphasis on keeping as much of the street grid continuous across the freeways. Examples cited include Ballard Road, Calumet Street, and Meade Street. These streets are impediments to internal movement in the community and impact economic development opportunities, particularly

redevelopment opportunities and in TIF districts. Meade Street is currently being upgraded. French Road and CTH OO are integral roads and both are experiencing heavy traffic. The City would also like to see the elimination of frontage roads where there are high accident rates. West College Road will benefit from aesthetic treatments. A challenge the city faces is that many of the contact points between the freeways and these potential cross streets are not in the city of Appleton, so they need to work with the surrounding communities to address this issue.

b. Future growth issues and related transportation needs

Appleton staff noted the City intends to update their current comprehensive plan around the year 2010. The City updates the maps almost annually and other parts regularly. The City decided not to jointly develop a plan as part of the intergovernmental planning effort undertaken by Calumet County, although they are participating unofficially in the process. The City is also working with Outagamie County in their planning process. Appleton is waiting for the regional planning commission to finish the regional comprehensive plan in order to utilize the information in their own plan update. The current comprehensive plan, Vision 20/20, has been certified by East Central Wisconsin Regional Planning Commission.

The City noted that while the metro area is growing, there are limited opportunities for the City itself to expand. Those opportunities are primarily to the north and to the southeast. However, city staff noted that while the city is currently growing in those directions the current infrastructure places constraints on growth beyond the current boundaries of the city. In addition, Appleton holds boundary agreements with all but one adjacent town, the Town of Center. The City is not able to grow much more to the north (beyond what is currently planned) and development on the south is limited by a boundary agreement with the Town of Harrison. The development on the southeast side is predominantly low-density single family residential. Outside of the City of Appleton, the Town of Freedom and the Town of Center are experiencing fast paced growth. Development in the Town of Grand Chute is subject to environmentally sensitive areas.

The City of Appleton noted the value of Intelligent Transportation System (ITS) technologies. They would like to see fiber-optic communications at all intersections, with video detection and incident management capabilities. They would like to upgrade their software, install message boards, and tie all signals to traffic flow to and from the airport. The City also sees ITS benefits for transit, particularly in the arena of on-time performance, trip scheduling, and para-transit management. The City staff advocated more federal earmarks for ITS funds, particularly for mid-size communities, and a regional approach to ITS implementation. City staff noted there are many financial, efficiency, coordination, and safety benefits from ITS.

The City of Appleton would like to expand transit service with shared ride taxi and more para-transit. The City projects it will not be able to serve the north side, which is being developed with low-density single-family patterns, with transit.

The City projects their population will be above 200,000 by the year 2010. Appleton's population is aging and the City forecasts the number of drivers 90 years old or above will double. The City has a development review process in place to coordinate the siting of medical facilities and schools in areas that can be reached by city services.

The City does not support commuter or passenger rail service if it competes with other transportation projects for gas tax money or other established pots of transportation funds. The City staff noted they see more of a need for passenger rail than commuter rail. The City would like a dedicated revenue source for transit. Valley Transit noted states adjacent to Wisconsin have transit authorities.

City and Valley Transit representatives urged the department to take a leadership role in the identification of the resources to address the long-term transportation needs in the state. Guidance from the WisDOT will be needed to assist the Governor and the legislature in making those decisions.

The meeting adjourned at 11:30 a.m.